

BUFFALO AND ERIE COUNTY INDUSTRIAL LAND DEVELOPMENT CORPORATION

**ADVANCED MANUFACTURING PARK - INFRASTRUCTURE MASTER PLAN
CITY OF LACKAWANNA, ERIE COUNTY, NEW YORK**

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

Volume I -FGEIS

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Date Accepted by Lead Agency: May 27, 2020

Public Hearing Date: June 29, 2020

Public Comments Accepted Through: July 9, 2020

September 11, 2020

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1 Introduction – Project Description

In May 2020, the Buffalo and Erie County Industrial Land Development Corporation (ILDC) completed a Draft Generic Environmental Impact Statement (GEIS) and Infrastructure Master Plan to guide development of the ILDC Advanced Manufacturing Park on a portion of the former Bethlehem Steel Corporation (BSC) steel plant in Lackawanna, New York (the Master Plan or Project). This Final GEIS was prepared by the ILDC, acting as the Lead Agency pursuant to the State Environmental Quality Review Act and its implementing regulations promulgated thereto in 6 NYCRR Part 617 (collectively, referred to as SEQRA).

The purpose of a Final GEIS is to present public and agency comments on the Draft GEIS and provide the Lead Agency’s responses to substantive comments. The Final GEIS also includes revisions and addenda to the Draft GEIS and includes (by reference) the Draft EIS. Together the Draft and Final GEIS documents and their appendices comprise the complete GEIS for the Project. This Final GEIS includes four new appendices. A summary of the full Draft GEIS is provided by the Executive Summary, found in Appendix A. Appendix B provides the substantive written agency and public comments on the Draft GEIS. Appendix C includes an addendum to the Traffic Impact Study and Appendix D includes the SEQR documentation and key correspondence.

1.1 Proposed Action

The ILDC prepared the Draft GEIS to assess the potential environmental impacts that may result from implementation of the Infrastructure Master Plan for the ILDC Advanced Manufacturing Park. Adoption and implementation of the Infrastructure Master Plan constitutes one of the State or local activities subject to SEQRA that involve undertaking, funding or approving the Project; these activities are the Proposed Action (or Action).

The Project will result in the installation of streets, water, sewer, stormwater management facilities, and private utilities in support of the future build-out of one or more individual development lots to be located on the site for a mix of commercial, business, and light and medium intensity manufacturing and industrial facilities. The number of development lots that will ultimately be created and sold remains to be determined, depending on market demand. Thresholds and standards for future development have been established to ensure that private development and state or municipal decisions proceed in accordance with

the Master Plan and within the parameters established by this GEIS.

The Proposed Action also includes the City of Lackawanna's review of the Master Plan for consistency with requirements of the City's subdivision regulations, zoning code, and consistency with the applicable policies and recommendations in the City's Local Waterfront Revitalization Program (LWRP) and Brownfield Opportunity Area (BOA) plan.

The Infrastructure Master Plan was prepared to support an application for Shovel Ready Certification under the Build Now New York Program as a Multi-Tenant Business and Technology Park. The Shovel Ready Certification Application is anticipated to include the following elements:

- Shovel Ready Self-Evaluation Checklist,
- Shovel Ready Certification Application, and
- Assembly of the necessary documentation to complete Section 2 of the Checklist including the following:
 - Infrastructure Master Plan and conceptual approval from the municipality.
 - State Historic Preservation Office review and sign off
 - Floodplain boundaries and mapping
 - U.S. Fish & Wildlife Service consultation
 - SEQR compliance including GEIS and Findings Statement
 - Site Survey
 - Soil Survey map
 - Preliminary SWPPP
 - Traffic Impact Study
 - Wetlands Mapping

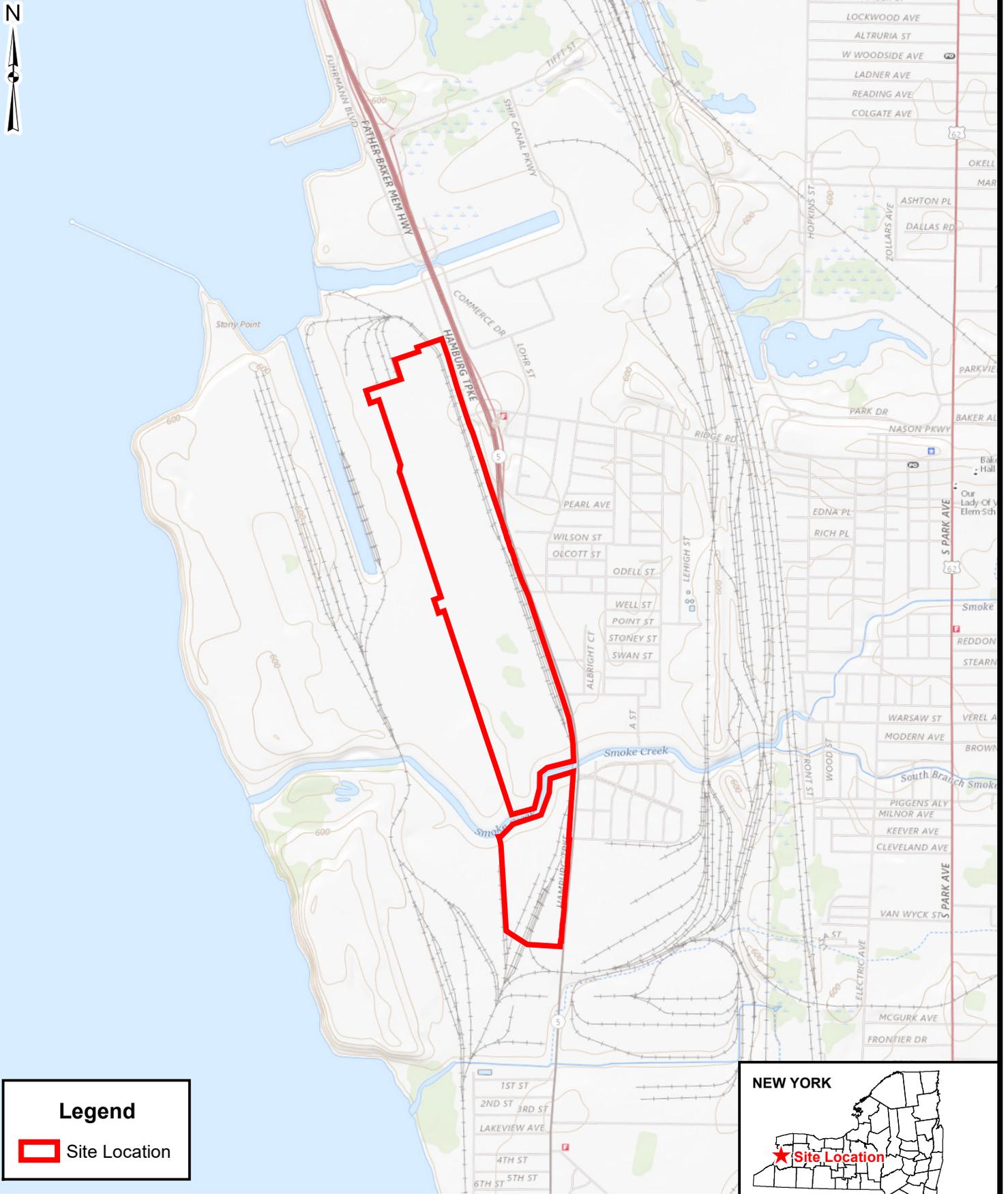
1.2 Site Description

The Project Site is unchanged since development of the Master Plan and Draft GEIS. It consists of approximately 244-acres of the former BSC steel plant located at 2303 Hamburg Turnpike (west side) in the City of Lackawanna between its borders with the City of Buffalo to the north and the Town of Hamburg to the south (the Project Site). The Project Site is comprised of tax map parcel SBL 141.11-1-48-13 and a portion of tax map parcel SBL 141.11-1-48.11. The ILDC has purchased (or is in the process of purchasing) from Tecumseh Redevelopment, Incorporated (Tecumseh) the portions of the former BSC steel plant

known as Business Park I and Business Park II, with the larger planning area referred to as the Bethlehem Steel Redevelopment Area (BSRA). The total Project Site consists of approximately 244 acres, of which the ILDC currently owns approximately 154 acres and is in the process of purchasing approximately 90 acres from Tecumseh. In December 2019, the ILDC conveyed 24 acres off Dona Street to Time Release Properties, LLC. (Lot 4 on the Master Plan) for the purpose of constructing a manufacturing facility.

Figure 1 depicts the Site Location Map. Figure 2 depicts an aerial view of the Project Site with the Master Plan's lot configuration overlain.

The Project Site is principally vacant and unoccupied by buildings. However, in the past the Project Site was developed with numerous buildings and structures utilized by BSC as part of its steel plant operations. With the exception of one building, all the former steel plant facilities have been demolished on the Project Site. The one building exception is an approximately 18,000 square foot vacant building (former locomotive repair shop) which is located on Lot 4. Other built features on-site include internal access roads, newly constructed Dona Street, the Bethlehem Shoreline Trail recreation path, relocated South Buffalo Railway tracks, overhead electric, water, and sewer services, and a natural gas pipeline owned by National Fuel Gas. However, numerous foundations and subsurface structures remain below the surface. Also located within the bounds of the Project Site are two electrical substations on out-parcels totaling approximately 1.4 acres, which are not included in the ILDC's 243.7-acre Project Site.



Legend

 Site Location



Source: USGS 1:24,000-scale topographic map, 7.5 x 7.5 Minute Quadrangle: Buffalo SE, 2016

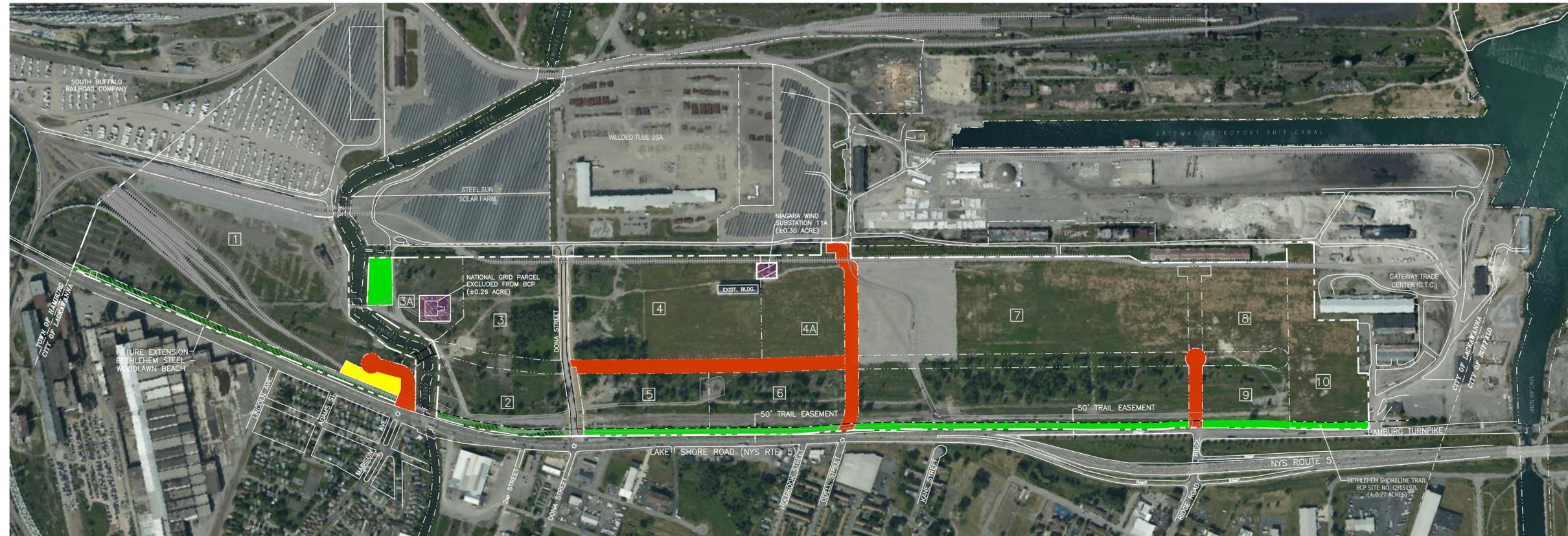


**ADVANCED MANUFACTURING PARK - INFRASTRUCTURE MASTER PLAN
 BUFFALO AND ERIE COUNTY INDUSTRIAL LAND DEVELOPMENT CORPORATION
 LACKAWANNA, NEW YORK
 SITE LOCATION MAP**

FIGURE 1



| IR | DATE | DESCRIPTION |
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| LOT DATA | | | |
|--|--------------------|---------------------------|-----------------|
| LOT NO. | GROSS AREA (ACRES) | DEVELOPABLE AREA* (ACRES) | EXISTING ZONING |
| 1 | 41.7 | 33.4 | BRA-MI |
| 2 | 9.9 | 7.4 | BRA-LI |
| 3 | 13.1 | 10.5 | BRA-MI |
| 3A | 5.8 | 4.6 | BRA-MI |
| 4 | 24.1 | 19.3 | BRA-MI |
| 4A | 10.0 | 8.0 | BRA-MI |
| 5 | 8.5 | 6.4 | BRA-LI |
| 6 | 9.1 | 6.8 | BRA-LI |
| 7 | 66.6 | 51.9 | BRA-LI & BRA-MI |
| 8 | 10.8 | 8.6 | BRA-MI |
| 9 | 6.5 | 4.9 | BRA-LI |
| 10 | 11.7 | 8.5 | BRA-LI & BRA-MI |
| SUBTOTAL | 217.7 | 170.3 | |
| EXISTING ROAD RIGHT OF WAY (DONA STREET) | 2.4 | N/A | N/A |
| PROPOSED ROAD RIGHT OF WAY | 10.7 | N/A | N/A |
| SHORELINE TRAIL (EXISTING AND FUTURE) & TRAIL HEAD PARKING | 11.5 | N/A | N/A |
| GREENSPACE | 1.4 | N/A | N/A |
| OUTPARCELS | 1.4 | N/A | N/A |
| TOTAL | 245.1** | 170.3 | |

* NOT INCLUDING PROPOSED STREET R.O.W. AND SHORELINE TRAIL EASEMENT
 ** GROSS AREA FOR LOTS 2, 3, 7, 8 & 9 INCLUDE RIGHT OF WAY FOR FUTURE PUBLIC STREETS (10.7 ACRES)

LEGEND:

- ILDC PROPERTY BOUNDARY
- PROPOSED LOT BOUNDARY
- PROPOSED LOT NUMBER
- ZONING BOUNDARY
- EXISTING PRIVATE ROAD
- RAILROAD TRACK
- 50' WIDE EASEMENT BETHLEHEM SHORELINE TRAIL
- PROPOSED 1 ACRE TRAIL HEAD AREA
- POTENTIAL EXTENSION OF SHORELINE TRAIL EASEMENT
- WATER BODY
- UTILITY SUBSTATION
- PROPOSED PUBLIC STREET RIGHT-OF-WAY (100')
- POTENTIAL FUTURE PUBLIC STREET RIGHT-OF-WAY
- UNDEVELOPED / GREENSPACE
- EXISTING TRAFFIC SIGNAL
- POTENTIAL FUTURE BRIDGE

1.3 Project Description

Implementation of the Master Plan will result in the installation of public streets, water, sewer, and private utility infrastructure. The Master Plan was prepared to support the future subdivision and redevelopment of the site for a mix of commercial, business, advanced manufacturing, and light and medium intensity industrial facilities consistent with the land uses allowed in the Bethlehem Redevelopment Area - Light and Medium Industry zoning districts. The ILDC intends to subdivide and sell individual lots for private development. The Infrastructure Master Plan anticipates the creation of approximately twelve separate lots ranging in size from 5.8 acres to 66.6 acres. The conceptual lots are arranged along a proposed street layout that provides access to one of four new public streets. The internal street layout accesses NYS Route 5 from extensions of Ridge Road, Odell Street, Madison Street, and the recently completed extension of Dona Street into the Project Site. The Master Plan depicts a total of approximately 8,950 linear feet of new streets. Each proposed lot has frontage and access along 4,025 linear feet of proposed streets. An additional 4,925 linear feet of potential future streets provide flexibility to accommodate further subdivision of the proposed lots into additional small development lots, if the demand warrants. The potential future streets would also provide interconnection between the four access points to NYS Route 5. The Master Plan also provides alignments for proposed water and sanitary sewer utilities. The Master Plan presents the minimal required infrastructure and utilities to serve each of the individual development lots. Similar to the proposed road layout, proposed utility alignments are flexible to accommodate further subdivision or other lot configurations. Conceptual Site Plans are included in Appendix E of the Engineers Report, which is appended to the Draft GEIS.

The Master Plan is intended to facilitate a shovel ready project that can be modified to meet the market demand in terms of lot size, access, and infrastructure. The lot configuration can be adjusted depending on how lots are sold/assembled and is capable of being developed in phases. The Infrastructure Master Plan is presented in Draft GEIS Figure 2 overlain on aerial photography and Draft GEIS Figure 4 in a conceptual build-out depicting maximum coverages under existing zoning.

1.4 Project Changes Since Draft GEIS

1.4.1 Infrastructure Master Plan

Since publication of the Draft GEIS, there have been no substantial design changes to the Master Plan. One additional drawing was added in order to better depict the preliminary water and sanitary sewer utility alignments. While the preliminary water and sewer utilities are provided in the Engineers Report (Appendix A of Draft GEIS), they are now also presented on Figure 9, Sheet C-2D - Water and Sewer within the body of the Draft GEIS in the same format and scale as other Master Plan figures. Proposed alignments for natural gas and electric utilities are also shown on the presented in the drawing set attached to the Engineers Report.

1.4.2 Lot Sales

Since the preparation of the Master Plan, there has been activity regarding sales of proposed lots identified on the Master Plan.

Lot 4 has been sold to Time Release Properties, LLC and is currently under development. The proposed 280,000 s.f. light manufacturing facility building meets the applicable zoning standards and received Site Plan Approval from the City of Lackawanna Planning Board. The facility will manufacture foam-based cleaning products, which is consistent with the anticipated uses in the Advanced Manufacturing Park. The proposed development area of approximately 13 acres is within the maximum developable area established by the Master Plan and within the maximum lot coverage area allowed by City of Lackawanna Zoning for the Medium Industrial District (BRA-MI). In addition proposed development did not change access or lot configuration from the Master Plan. Therefore, no change to the Master Plan maps or Draft GEIS are required.

Lot 5 has been allocated for a new manufacturing space that will address the regional need for vacant industrial-zoned property to attract new and growing manufacturing companies. In February 2020, a request for proposals (RFP) was issued by the ILDC to potential developers to purchase and develop Lot 5. The RFP seeks proposals for construction of a new 120,000 sq. ft. flexible light manufacturing/warehouse space that can be configured for a range of 1 to 3 tenant facilities. The ILDC staff are currently reviewing the RFP responses. The RFP limits the use of the property to those uses allowed by the zoning and anticipated in the Advanced Manufacturing Park; the lot configuration matches the Master Plan; and the

size of the development is within the parameters established by the Master Plan and Draft GEIS. Therefore, no changes to the Master Plan maps or Draft GEIS are required. Table 1 shows updated proposed building and total lot development areas for Lots 4 and 5.

Table 1: Proposed Lot Development

| Lot Number | Lot Area (Acres) | Master Plan Maximum Development Area / Lot Coverage (Acres) | Proposed Building Area (s.f.) | Total Proposed Development Area / Lot Coverage (Acres) |
|------------|------------------|---|-------------------------------|--|
| 4 | 24.1 | 19.3 | 280,000 | 13.4 |
| 5 | 8.5 | 6.4 | 120,000 | 5.5 |



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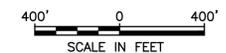
| LOT DATA | | | |
|--|--------------------|---------------------------|-----------------|
| LOT NO. | GROSS AREA (ACRES) | DEVELOPABLE AREA* (ACRES) | EXISTING ZONING |
| 1 | 41.7 | 33.4 | BRA-MI |
| 2 | 9.9 | 7.4 | BRA-LI |
| 3 | 13.1 | 10.5 | BRA-MI |
| 3A | 5.8 | 4.6 | BRA-MI |
| 4 | 24.1 | 19.3 | BRA-MI |
| 4A | 10.0 | 8.0 | BRA-MI |
| 5 | 8.5 | 6.4 | BRA-LI |
| 6 | 9.1 | 6.8 | BRA-LI |
| 7 | 66.6 | 51.9 | BRA-LI & BRA-MI |
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| 9 | 6.5 | 4.9 | BRA-LI |
| 10 | 11.7 | 8.5 | BRA-LI & BRA-MI |
| SUBTOTAL | 217.7 | 170.3 | |
| EXISTING ROAD RIGHT OF WAY (DONA STREET) | 2.4 | N/A | N/A |
| PROPOSED ROAD RIGHT OF WAY | 10.7 | N/A | N/A |
| SHORELINE TRAIL (EXISTING AND FUTURE) & TRAIL HEAD PARKING | 11.5 | N/A | N/A |
| GREENSPACE | 1.4 | N/A | N/A |
| OUTPARCELS | 1.4 | N/A | N/A |
| TOTAL | 245.1** | 170.3 | |

| ZONING REQUIREMENTS | BRA-LI | BRA-MI |
|--|---|------------------------------|
| MINIMUM LOT SIZE | 5 ACRES; OR 50 ACRES FOR PUD | 8 ACRES, OR 50 ACRES FOR PUD |
| MINIMUM LOT FRONTAGE | 300 FEET | 500 FEET |
| MAXIMUM BUILDING HEIGHT | 36 FEET OR 3 STORIES | 60 FEET |
| MINIMUM FRONT YARD | 30 FEET/ 50-FOOT SETBACK REQUIRED FROM NYS ROUTE 5 AND HAMBURG TURNPIKE ROW | 50 FEET |
| MINIMUM SIDE YARD | 25 FEET | 50 FEET |
| MINIMUM REAR YARD | NA | 50 FEET |
| MINIMUM BUFFER TO SMOKES CREEK GREENWAY CORRIDOR OVERLAY DISTRICT BOUNDARY | 50 FEET | 50 FEET |
| MINIMUM BUILDING COVERAGE | 15% | 18% |
| MAXIMUM LOT COVERAGE (INCLUDING PARKING) | 75% | 80% |
| MINIMUM LANDSCAPING COVERAGE | 25% | 20% |

LEGEND:

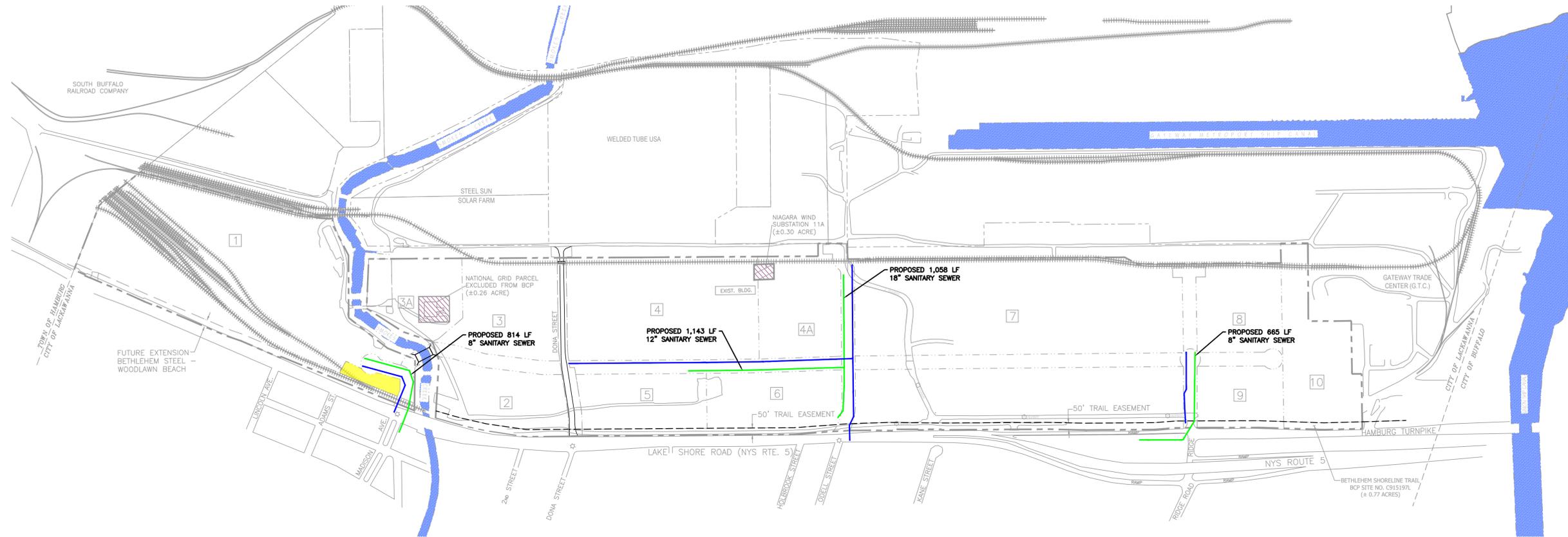
- BUILDING
- PAVEMENT/PARKING AREAS
- GREENSPACE/LANDSCAPED AREAS
- ILDC PROPERTY BOUNDARY
- PROPOSED LOT BOUNDARY
- 2 PROPOSED LOT NUMBER
- ZONING BOUNDARY
- EXISTING PRIVATE ROAD
- RAILROAD TRACK
- PROPOSED 1 ACRE TRAIL HEAD AREA
- POTENTIAL EXTENSION OF SHORELINE TRAIL EASEMENT
- WATER BODY
- UTILITY SUBSTATION
- PROPOSED PUBLIC STREET RIGHT-OF-WAY (100')
- POTENTIAL FUTURE PUBLIC STREET RIGHT-OF-WAY
- UNDEVELOPED / GREENSPACE
- ☆ EXISTING TRAFFIC SIGNAL
- POTENTIAL FUTURE BRIDGE

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 ** GROSS AREA FOR LOTS 2, 3, 7, 8 & 9 INCLUDE RIGHT OF WAY FOR FUTURE PUBLIC STREETS (10.7 ACRES)





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|--|--------------------|---------------------------|-----------------|
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| 2 | 9.9 | 7.4 | BRA-LI |
| 3 | 13.1 | 10.5 | BRA-MI |
| 3A | 5.8 | 4.6 | BRA-MI |
| 4 | 24.1 | 19.3 | BRA-MI |
| 4A | 10.0 | 8.0 | BRA-MI |
| 5 | 8.5 | 6.4 | BRA-LI |
| 6 | 9.1 | 6.8 | BRA-LI |
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LEGEND:

- ILDC PROPERTY BOUNDARY
- PROPOSED LOT BOUNDARY
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- EXISTING PRIVATE ROAD
- RAILROAD TRACK
- 50' WIDE EASEMENT BETHLEHEM SHORELINE TRAIL
- PROPOSED 1 ACRE TRAIL HEAD AREA
- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER
- POTENTIAL EXTENSION OF SHORELINE TRAIL EASEMENT
- WATER BODY
- UTILITY SUBSTATION
- PROPOSED PUBLIC STREET RIGHT-OF-WAY (100')
- POTENTIAL FUTURE PUBLIC STREET RIGHT-OF-WAY
- EXISTING TRAFFIC SIGNAL
- POTENTIAL FUTURE BRIDGE

2 State Environmental Quality Review Process

This section of the Final GEIS presents the general process undertaken by the ILDC, serving as the SEQR Lead Agency for the implementation and build-out of the Infrastructure Master Plan for the Advanced Manufacturing Park. A summary of the key SEQR procedural steps is presented in Table 2 SEQR Chronology in Section 2.5. Appendix D contains key correspondence and documentation related to the SEQR process followed for this GEIS.

2.1 Purpose and Limitations of the Final GEIS

The intent of this section of the Final GEIS is to present the public and agency comments on the Draft GEIS and the Lead Agencies responses to the substantive comments. This Final GEIS incorporates, by reference the Draft GEIS, its appendices and supporting studies as it was accepted by the Lead Agency. Revisions to the Draft GEIS are described within Section 3 of this Final GEIS. Therefore, the Draft GEIS will not be republished.

The Lead Agency presents all the substantive comments in a manner that does not alter their intent. Comments or questions not directly related to the Project, or to the Draft GEIS are included but not all are addressed in detail.

2.2 Draft GEIS and Public Comment Period

After the ILDC Board accepted the Draft GEIS as complete and ready for public and agency review on May 27, 2020, a notice was published in the NYSDEC Environmental Notice Bulletin, formally beginning the public and agency comment period. Hard copies of the Draft GEIS were made available for review at the following locations:

- ILDC - 95 Perry Street - Suite 403, Buffalo, NY 14203
- NYSDEC - Region 9 Office, 270 Michigan Avenue, Buffalo, NY 14203
- City of Lackawanna City Hall, 714 Ridge Road, Lackawanna
- City of Lackawanna Public Library, 560 Ridge Road, Buffalo

In addition to hard copies, the public could review the Draft GEIS online as posted on the following applicant's websites:

- <http://lackawannany.gov/development/>

- <https://www.ecidany.com/event/101078/notice-of-seqr-public-hearing-infrastructure-master-plan-for-advanced-manufacturing-park>

Given the NYS Governor's Executive Orders in response to the on-going COVID-19 pandemic, the associated public hearing was held remotely through a web-based meeting platform with public participation instructions appropriately published within the public hearing notice. The public hearing was held on June 29, 2020 and written comments were received through July 9, 2020.

Comments on the Draft GEIS are presented in Section 4, along with the Lead Agency's responses. Full copies of written comments received are provided in Appendix B.

2.3 Final GEIS

As described in Section 1, the purpose of this Final GEIS is to present public and agency comments on the Draft GEIS and provide the Lead Agency's responses to substantive comments. A Final GEIS also includes any revisions and addenda to the Draft GEIS, found in Section 3. The Final GEIS also includes (by reference) the Draft GEIS.

2.4 Findings Statement

The final step in the SEQR process is the preparation of a Findings Statement by the Lead Agency at the time a final decision is made regarding the Proposed Action (undertaking, funding or approving the Project). Findings are made after the Final EIS has been accepted.

The Findings Statement will be a written document, prepared after the ILDC issues the Final GEIS. An agency's Findings Statement must articulate the agency's balancing of adverse environmental impacts against the needs for and benefits of the Action. The Findings Statement identifies the social and economic, as well as environmental, considerations that have been weighed in making a decision to approve or disapprove an Action. A positive Findings Statement means that, after consideration of the Final GEIS, the Project or Action can be approved, and the Action chosen is the one that minimizes or avoids environmental impacts to the maximum extent practicable. For an Action which can be approved, an agency's Findings Statement must articulate that agency's balancing of adverse environmental impacts against the needs for and benefits of the action. If the Action cannot be approved based on analyses in the Final GEIS, a negative findings statement must be prepared, documenting the reasons for the denial.

SEQRA requires the Lead Agency to wait at least ten days after the filing of the Final GEIS before making their findings and final decisions on the Action. This period is not a comment period, but instead allows time for the involved agencies and any interested parties to consider the Final GEIS. While concerned parties, or other agencies, may comment in writing to the Lead Agency on the Final GEIS, the Lead Agency has no obligation to respond to comments on a Final GEIS.

2.5 SEQR Process – Chronology To-date

Table 2: SEQR Chronology

| ACTION / ACTIVITY | DATE INITIATED* | DATE COMPLETED |
|---|--------------------|-------------------|
| Coordinated Review / Lead Agency Solicitation | September 26, 2019 | October 23, 2019 |
| ILDC determined that a Draft GEIS would be prepared and issued a Positive Declaration | - | October 23, 2019 |
| ILDC conducted a Public Scoping Meeting | | December 17, 2019 |
| Final Scoping Document | January 6, 2020 | - |
| ILDC accepted the Draft GEIS as adequate for public and agency review and comment | - | May 27, 2020 |
| Notice of Completion of Draft GEIS published in ENB | June 10, 2020 | - |
| Public Comment Period | June 10, 2020 | July 9, 2020 |
| Public Hearing | June 29, 2020 | - |
| Final GEIS issued by ILDC | - | T.B.D. |
| Notice of Completion of Final GEIS published in the Environmental Notice Bulletin | - | T.B.D. |
| Findings Statement filed by Lead Agency | - | T.B.D. |

2.6 Subsequent Permitting Actions

Subsequent to completion of the GEIS and issuance of Findings, advancement of utility and road development and build-out of the individual lots will be subject to various permits and approvals by various State and Local agencies. They may include, but not be limited to:

- Water
 - Public Water Line Extensions: Erie County Health Department, Erie County Water Authority and City of Lackawanna (work within ROW).
 - Services to Lots: Erie County Health Department, Erie County Water Authority (backflow preventer) and City of Lackawanna (work within ROW).
- Sewer
 - Public Sewer Extensions: Erie County Department of Environmental and Planning and City of Lackawanna (work within ROW).
 - Erie County Department of Environment & Planning.

- City of Lackawanna:
 - Site Plan Review, Special Use Permit (if necessary) and Minor Subdivision (if Necessary)
 - Flood Development Permits
 - LWRP/Coastal Consistency Review
- Erie County Department of Environment and Planning: Section 239M Referral
- State Department of Environmental Conservation:
 - State Pollutant Discharge Elimination System (SPDES) General Permit / Stormwater Pollution Prevention Plans (SWPPP)
 - State Air Permit/Air Facility Registration (as necessary for various manufacturing facilities)
 - Review for Compliance with Remedial Action Work Plan
- Empire State Development Corporation Shovel Ready Certification (for Advanced Manufacturing Park)

3 Revisions and Corrections to the Draft GEIS

This Section presents the revisions to the Draft GEIS based on the input gained through the public and agency review and project changes. As determined in Section 1.4, since the SEQRA public hearing on the Draft GEIS, there have been no substantial design changes to the Infrastructure Master Plan.

3.1 Revisions to the Draft GEIS

3.1.1 Executive Summary

- Page ES-5: In the first paragraph under Transportation, add the following sentences after the first sentence:
“The TIS was revised to address input from the New York State Department of Transportation (NYSDOT). The TIS for the Project is now comprised of the original TIS (May 2019) and its Addendum (September 2020).”

- Page ES-5: Replace the last sentence and options in the first paragraph under Transportation as follows:
 - *“The following options are suggested to improve the buildout levels of service at study intersections:*
 - *Transportation demand management techniques can be used to reduce the number of vehicle trips generated by the development during the peak hours.*
 - *Consider adding a third southbound lane on NY Route 5 as possible solution.*
 - *The addition of designated left turn and right turn lanes at the Ridge Road / SB NY Route 5 Ramp intersection would likely improve the proposed levels of service.*
 - *The addition of a 200-foot southbound right turn (deceleration) lane at Madison Avenue would likely improve the proposed levels of service.”*

3.1.2 Section 3.8 – Transportation

- Section 3.8.1.5 Existing Vehicular Networks and Traffic:
 - Page 3-46: Replace the first paragraph, as follows:
“A Traffic Impact Study (TIS) for the Project was completed by Watts Architecture & Engineering in 2019 and updated with an addendum in September 2020, to evaluate the existing local vehicular transportation system and to assess potential impacts the Project could cause on local traffic. The TIS (original and addendum are attached as Appendix F to the Draft GEIS.”
 - Page 3-47: Replace Table 9: Existing - AM & PM Peak Hour LOS Analysis with the following table:

| Intersection | Approach | | | | Intersection LOS |
|---------------------------------------|----------|----|----|----|------------------|
| | EB | WB | NB | SB | |
| Madison Avenue/NY Route 5 – AM Peak | - | C | A | A | A |
| Madison Avenue/NY Route 5 – PM Peak | - | D | A | E | E |
| Dona Street/NY Route 5 – AM Peak | - | C | A | A | A |
| Dona Street/NY Route 5 – PM Peak | - | C | A | E | E |
| Odell Street/NY Route 5 – AM Peak | - | C | A | A | A |
| Odell Street/NY Route 5 – PM Peak | - | C | A | D | D |
| Ridge Road/Fuhrmann Drive – AM Peak | A | A | - | A | A |
| Ridge Road/Fuhrmann Drive – PM Peak | A | B | - | A | B |
| Ridge Road/SB NY Rte 5 Ramp – AM Peak | A | A | - | A | A |
| Ridge Road/SB NY Rte 5 Ramp – PM Peak | A | A | - | D | D |
| Ridge Road/NY Rte 5 Ramps – AM Peak | A | A | A | - | A |
| Ridge Road/NY Rte 5 Ramps – PM Peak | A | A | B | - | B |

- Page 3-47: Replace the last paragraph with the following text:
 - *“The TIS results indicate that during existing peak AM hours, there are no significant delays for the analyzed intersections. Each intersection operates at LOS A for all AM peak hours. During peak PM hours, significant amounts of southbound traffic resulted in “D” or “E” LOS at three intersections. The difference in LOS between the AM and PM peak hours can be attributable to*

the fact that there are three (3) through lanes in the northbound direction, but only two (2) in the southbound direction, despite the fact that the PM southbound peak hour volumes are roughly equivalent to the northbound AM peak hour volumes.”

- Section 3.8.2.4 Impacts to Vehicular Networks and Traffic

- Page 3-48: Add the following sentence as the third sentence:

“GBNRTC Traffic Demand Model showed a negative (-0.4%) traffic growth along this corridor of NYS Route 5 in the project area.”

- Page 3-48: replace the first paragraph of this section to read as follows:

“The aforementioned street intersections were analyzed for the full development of the Project Site. Since full development will take many years, 2039 was utilized as the year for full Project build-out. Additionally, an average annual traffic growth rate of 0.0% was used to calculate future growth. Future traffic impact analyses also included a southbound right turn lane on NYS Route 5 at Dona Street (which is currently under construction), an exclusive northbound left turn only lane at the three intersections along NYS Route 5 (re-striping of existing lane), and the addition of a new third southbound lane on NYS Route 5. The addition of a new southbound lane to NYS Route 5 was added to analyze it as a potential mitigation. Table 10: Future - AM & PM Peak Hour LOS Analysis, displays the calculated full development LOSs within the vicinity of the Project. Note that impacts of adding a third southbound lane to NYS Route 5 are only reflected in the PM peak hour calculations).”

- Page 3-49: Replace Table 10: Future - AM & PM Peak Hour LOS Analysis with the following:

| Intersection | Approach | | | | Intersection LOS |
|---------------------------------------|----------|----|----|----|------------------|
| | EB | WB | NB | SB | |
| Madison Avenue/NY Route 5 – AM Peak | C | C | B | A | B |
| Madison Avenue/NY Route 5 – PM Peak | C | C | A | D | C |
| Dona Street/NY Route 5 – AM Peak | C | C | B | A | B |
| Dona Street/NY Route 5 – PM Peak | D | F | A | E | D |
| Odell Street/NY Route 5 – AM Peak | D | E | A | A | A |
| Odell Street/NY Route 5 – PM Peak | E | D | A | C | D |
| Ridge Road/Fuhrmann Drive – AM Peak | A | B | - | A | B |
| Ridge Road/Fuhrmann Drive – PM Peak | A | B | - | A | B |
| Ridge Road/SB NY Rte 5 Ramp – AM Peak | B | B | - | B | B |
| Ridge Road/SB NY Rte 5 Ramp – PM Peak | B | B | - | F | F |
| Ridge Road/NY Rte 5 Ramps – AM Peak | A | A | B | - | B |
| Ridge Road/NY Rte 5 Ramps – PM Peak | A | A | B | - | C |

Traffic analysis results are theoretical and based on mathematical equations and computer representations of those answers. Field observations may not substantiate these values.

- Page 3-49: Replace the last paragraph in this section as follows:
 - *“The AM LOS under the full development of the corridor is predicted to operate at an overall LOS of D. The PM LOS under the same development, including the addition of a third southbound lane on NYS Route 5, is predicted to operate at an overall LOS D.”*

- Section 3.8.3 Mitigation of Impacts

- Page 3-49: Replace the first two paragraphs of Section 3.8.3 (including bullets) as follows:

“As identified above, LOS values within the vicinity of the Project, after full redevelopment, are anticipated to be in line with the existing LOS values for both the AM and PM peak hours.

The following options are likely to improve the levels of service at the Project intersections and may be required as necessary during review of future build-out of the individual development lots as determined by the NYS DOT:

- *Transportation demand management techniques can be used to reduce the number of vehicle trips generated by the development during the peak hours. Some of these include:*
 - *Mandate transit usage*
 - *Provide subsidies or other incentives for employees not to drive to work themselves.*
 - *Encourage carpooling/vanpooling.*
 - *Provide access to company fleet vehicles or car-share vehicles for employees who do not drive to work.*
 - *Modify work schedules (flextime, four-day work weeks, etc.)*
- *Consider adding a third southbound lane on NY Route 5 as a possible solution.*
- *The addition of designated left turn and right turn lanes at the Ridge Road / SB NY Route 5 Ramp intersection; and*
- *The addition of a 200-foot southbound right turn (deceleration) lane at Madison Avenue.*

3.1.3 Section 3.9 – Public Services and Utilities

- Page 3-50: Amend the sentence in the first paragraph to read as follows: *“Additional details on water, sewer, natural gas and electric utility services proposed for the Project are detailed in the Engineers Report found in Appendix A of the Draft GEIS and presented on Figure 9, which is a new drawing is included in the body of the Draft GEIS.”*

3.1.4 Section 5.3 – Thresholds for Development of the Project Site

- Section 5.3.3 Transportation Thresholds.
 - Amend third bullet to read as follows:
 - “ - Any proposal that would cause a LOS of F at any other intersection in the development area will require proposed mitigation measures as identified in a site-specific traffic study that includes all intersections with an anticipated increase of more than 100 vehicles in a peak hour.

3.2 Revisions to Draft GEIS Appendix F- Traffic Impact Study

The majority of revisions to the Draft GEIS are related to the revisions made to the Traffic Impact Study for the Bethlehem Steel Redevelopment Area, May 2019 (TIS), which is Appendix F of the Draft GEIS. During the review of the Draft GEIS, the New York State Department of Transportation (NYSDOT) commented on the TIS. As a result the TIS was subsequently revised in order to address the input from the NYSDOT. The TIS for the Project now is comprised of both the original TIS (May 2019) and its Addendum (September 2020). The combined TIS is provided in Appendix C.

The following changes, as they relate to traffic are made to the TIS:

- Page 4: Replace Section D – Traffic Projections with the following:

D. TRAFFIC PROJECTIONS (2020)

a. Growth Rate

GBNRTC Traffic Demand Model showed a negative (-0.4%) traffic growth along this corridor of NYS Route 5 in the project area. Therefore a zero (0.0%) traffic growth was used to develop the background traffic excepted at the full site buildout (2039).

b. Trip Generations

The vehicle trip generation was based on the project lot data in the DGEIS. The Institute of Transportation Engineers “Trip Generation Manual, 10th Edition” was used to estimate the traffic to be generated by the redeveloped area. Vehicle trip generation was estimated based on the assumed building gross floor area to be placed on the parcels to be developed, using the Average Rate values. These estimated trips were then applied to the analyzed intersection during the appropriate time period. Table 2 summarizes the trip generations for the analysis:

- Page 5: Replace Sheet Number C-2 with Figure 4 (Sheet Number C-2A).
- Page 6:
 - Replace Table 2 with updated 2020 Addendum Table 2 and replace the following text:
 - *The Manual provides an approximate relationship between building size and trips generated based on studies conducted at facilities across the United States. The proposed development is deemed to be within the national average for Industrial Parks. The average trip generation rate listed in the Manual is*

deemed suitable for the Bethlehem Steel Redevelopment Area. Therefore, the average number of trip ends listed in the Manual, for both AM and PM peak hours, is approximately 0.4 per 1000 square feet of gross floor area.

- Replace Section c. – Trip Assignment with the following:
 - *Once generated, these new trips were assigned to the appropriate arriving and/or departing direction of the analyzed intersections during the AM and PM peak hour. (See Table 3 below.) Trip assignments for the proposed developments were considered to be 50/50 split between northbound and southbound based on engineering judgment.*
 - Replace Table 3 with updated 2020 Addendum Table 3.
- Page 7: Replace Section E – LOS Analysis with the following:

E. LOS ANALYSIS (2020)

The level of service analysis was completed using Synchro by Trafficware. Synchro is a macroscopic traffic analysis software that supports the methodologies put forth in the Highway Capacity Manual. This software is often used by state and local governments for traffic analysis.

The existing LOS analysis is based on traffic counts taken on May 24, 2017 and August 7, 2018. Individual AM and PM peak hours were determined for each intersection in the study.

The AM and PM peak hours analyzed are:

- *NY Route 5 / Madison Avenue Intersection*
 - *AM Peak Hour – 7:00 – 8:00 am*
 - *PM Peak Hour – 4:30 – 5:30 pm*
- *NY Route 5 / Dona Street Intersection*
 - *AM Peak Hour – 7:15 – 8:15 am*
 - *PM Peak Hour – 4:30 – 5:30 pm*
- *NY Route 5 / Odell Street Intersection*
 - *AM Peak Hour – 7:15 – 8:15 am*
 - *PM Peak Hour – 4:30 – 5:30 pm*

The existing level of service analysis was completed assuming no changes to signal timings and phasing. There was an analysis completed for the background traffic, existing traffic with the normal traffic growth to 2039. Then the estimated traffic generated for the development

was added to the background traffic and another analysis was performed. The future analyses included the Dona Street extension that was recently constructed along with a NY Route 5 southbound right turn lane at Dona Street. In addition, the existing center turn lane will be striped for an exclusive, left turn only at these three intersections on NY Route 5. The following figures illustrate the existing traffic, background traffic, generated traffic and combined traffic.

- Pages 8 through 15: Replace Figures with 2020 Addendum Revised Figures.
- Page 16:
 - Replace Section a. Existing LOS with the following text:
 - *The existing AM LOS analysis shows no significant concern areas for the analyzed intersections. Each intersection operates at LOS A for all AM peak hours.*
 - *Traffic counts taken during the existing PM peak hour were reversed from the AM hour. Significant amounts of southbound traffic resulted in an ‘E’ LOS. As described above in the methodology section of the report, a LOS E represents operations at or near capacity (an unstable level). Vehicles are operating with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F. The difference in LOS between the AM and PM peak hours can be attributable to the fact that there are three (3) through lanes in the northbound direction, but only two (2) in the southbound direction, despite the fact that the PM southbound peak hour volumes are roughly equivalent to the northbound AM peak hour volumes.*
 - *See the tables after the recommendations that summarizes the existing AM and PM peak hour LOS for each approach and the intersection compared with the LOS for the background traffic and the LOS at full redevelopment:*
 - Replace Section b. LOS after redevelopment with the following text:
 - *The studied intersections were analyzed for the full redevelopment of the Bethlehem Steel Redevelopment Area (+/- 170 acres). The LOS analysis was completed for the year of 2039. Since full redevelopment at the site will take many years, 2039 is an estimated horizon year for full project buildout.*

- *For the full redevelopment, 12 parcels were created as shown in the Site Plan. Traffic lot/traffic allocation is as shown in Table 3 above and in further detail in Appendix C. Our analysis shows the all intersections still operating with a minimal change to the LOS compared to the existing LOS during the AM peak hour.*
 - *The PM peak hour analysis shows that the three NY Route 5 intersection's capacity will be exceeded (LOS F). Given the existing LOS on for SB NY Route 5 (LOS E) any disruption to the traffic stream can cause a breakdown in the traffic flow (LOS F).*
 - *Given the scope of the redevelopment it is reasonable to assume there would be a fair amount of the existing traffic on NY Route 5 that would be diverted into the development. This would then reduce the added traffic to the intersections after redevelopment.*
- Page 17: Replace Section F – Recommendations with the following text:
F. Recommendations (2020)
The NY Route 5 intersections that were included in the study currently operate in an acceptable LOS during the AM peak hour. Although, these same intersections during the PM peak hour the southbound traffic operate at a LOS E.

The following options are suggested to improve the buildout levels of service at study intersections:
 - *Transportation demand management techniques can be used to reduce the number of vehicle trips generated by the development during the peak hours. Some of these include:*
 - *Mandate transit usage*
 - *Provide subsidies or other incentives for employees not to drive to work themselves.*
 - *Encourage carpooling/vanpooling.*
 - *Provide access to company fleet vehicles or car-share vehicles for employees who do not drive to work.*
 - *Modify work schedules (flextime, four-day work weeks, etc.)*
 - *Consider adding a third southbound lane on NY Route 5 as possible solution.*

- *The addition of designated left turn and right turn lanes at the Ridge Road / SB NY Route 5 Ramp intersection would likely improve the proposed levels of service.*
- *The addition of a 200-foot southbound right turn (deceleration) lane at Madison Avenue would likely improve the proposed levels of service.*

- Delete “Appendix C”

- Replace “Appendix D”, “Appendix E” and “Appendix F” with the 2020 Addendum Appendix D, Appendix E and Appendix F.

4 Substantive Public Comments and Lead Agency Responses

This section presents the written and verbal comments on the Draft GEIS, received by the Lead Agency (ILDC) during the public comment period from June 10, 2020 through July 9, 2020. Oral comments were received during the SEQR Public Hearing held by ILDC on June 29, 2020. The public hearing was held via a virtual meeting in conformance to the on-going Covid-19 pandemic protocols to avoid in-person public meetings while still facilitating virtual or on-line public participation. Written comments were made by electronic mail to the ILDC via a comment submission form available on through the Project website.

Responses to comments are presented following each substantive comment. Because the Draft GEIS focuses on impacts associated with the Infrastructure Master Plan for Advanced Manufacturing Park and does not consider the whole former BSC steel plant property, ILDC’s responses address in detail only those substantive comments related directly to the Project activities and Project site.

The written comments are summarized in this section. For presentation purposes some comments have been excerpted in all or part from their original correspondence in order to focus on concerns relevant to the Project. However, responses were prepared after considering the entire comment. Copies of complete comments, as submitted to the ILDC, are provide in Appendix B – Public and Agency Written Comments.

New York State Department of Environment Conservation (NYSDEC) Region 9 and New York State Historic Preservation Office (SHPO) confirmed in writing their receipt of Public Hearing Notice and availability of Draft GEIS, but provided no substantive comments.

| 4.1 Edward Rutkowski, P.E., New York State Department of Transportation, Region 5, July 9, 2020 | |
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| Comment: | <i>NYSDOT concurs with the Erie County ILDC acting as the Lead Agency.</i> |
| Response: | <i>Comment Acknowledged. No further response required.</i> |
| Comment: | <i>“The Traffic Impact Study (TIS) uses a 1% traffic growth rate for the study area. NYSDOT found the GBNRTC Travel Demand Model to show a negative (-0.4%)</i> |

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| | <i>traffic growth for this corridor of NY Route 5. Also, the NYSDOT Traffic Data Forecaster (TDF) tool indicates negative traffic growth rate. The analyses should be revised, and it would be appropriate to use 0% traffic growth rate for this study.”</i> |
| Response: | The 1% traffic growth rate was determined by using historic traffic count data along the NYS Route 5 corridor. The revised analysis prepared for the TIS Addendum (see Appendix C) revised the background traffic projections using the 0% traffic growth rate. |
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| Comment: | <i>“The Traffic Impact Study (TIS) should include an accident analysis.”</i> |
| Response: | Since the TIS was developed to accompany a Generic Environmental Impact Statement for a site with undetermined future development, we did not feel an accident analysis was warranted at this time. |
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| Comment: | <i>“The Traffic Impact Study (TIS) should expand the number of intersections to the extent impacted by the site generated traffic rather than just the intersections on NY Route 5 with roads entering the Industrial Park.”</i> |
| Response: | Since the TIS was developed to accompany a Generic Environmental Impact Statement for a site with undetermined future development, we did not feel the need to add additional intersections. |
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| Comment: | <i>“The TIS summarizes the LOS for existing conditions and for the build condition with a 3rd (additional) southbound travel lane. Traffic studies for proposed developments impacting NYSDOT highways, we require that the study analyzes and include summaries of LOS at existing conditions, background condition, build condition and build condition with proposed highway mitigation. This shows the impact of the additional site generated traffic as compared to the background traffic and then how the mitigation improves any negative impacts that the site generated had on the highways.”</i> |
| Response: | The TIS Addendum provides a LOS table for the revised analysis for the existing conditions, background conditions, build condition and build conditions with proposed highway mitigation, if mitigation is necessary. |
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| Comment: | <i>“As stated above the TIS analyzes the LOS with an additional southbound travel lane on NY Route 5, however, there is no discussion on the feasibility of constructing it. Also, the TIS recommends left and right turn lanes at Ridge Rd/SB NY Route 5 and a southbound right turn lane at Madison Avenue as potential mitigation. Any highway improvements that are needed to mitigate the development traffic would be the responsibility of the applicant and/or developer to construct and fund those improvements.”</i> |
| Response: | Building a third southbound lane will require ROW acquisitions, likely utility relocations, bridge widening or replacement, etc. We believe that it is feasible but discussing these specific topics was beyond the scope of the TIS for a generic EIS, until development patterns begin to emerge from the build out of the individual lots. |

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| 4.2 Naomi Feltz, June 25, 2020 | |
| Comment: | <i>“Please add more trails, more trees, more recreational greenspace. This *could be* valuable beautiful land if the space was usable. Make it wild, make it green. Running paths, dirt paths, walking paths, trees, shade, green space!”</i> |
| Response: | The Project site, a former industrial facility, was not acquired for open space purposes. A key Project goal is for the State, County, National Fuel and National Grid to cooperate in redeveloping a portion of the former steel into an industrial park for advanced manufacturing in order to stimulate economic development and create jobs. In accordance with the City of Lackawanna zoning, the Master Plan limits lot coverage to 80% in the BRA-Medium Industrial District and 75% in the Light Industrial District, leaving 48.8 acres open area which cannot be developed. An additional 11.5 acres are set aside for the existing and proposed continuation of the Bethlehem Shoreline Trail, a public accessible recreation path. |

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| 4.3 Gabriel Ferber, June 28, 2020 | |
| Comment: | <i>“Buffalo should follow the lead of Chicago, Philadelphia and Baltimore to develop waterfront for public recreation. Commercial Development repeats the mistakes of the past.”</i> |

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| Response: | <p>The Project Site does not include any waterfront. It is inland of the Lake Erie shoreline by approximately 4,500 feet. The Project site only includes the first approximately 1,200 to 1,300 feet west of the NYS Route 5/Hamburg Turnpike right-of-way.</p> <p>Smokes Creek traverses the Project Site within an approximately 150-foot wide corridor. It is noted that the Smokes Creek corridor is not included as part of the ILDC’s Advanced Manufacturing Park project area.</p> <p>The creek lies within the City of Lackawanna Smokes Creek Overlay zoning district within which permitted uses are limited to passive recreation uses, such as trails, overlooks, and picnic shelters; access for water-related activities; and stormwater detention/retention.</p> |
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| 4.4 Raymond Graf, June 22, 2020 | |
| Comment: | <p><i>“Given the nature of the property, two suggestions for the area would be:</i></p> <p><i>1: A large indoor track facility is in high demand for the area and there is no adequate facility currently in Section 6. With many collegiate programs too, it would be highly used (look at how much use Oceanbreeze gets in Staten Island and SPIRE in Ohio). Buffalo could be the one that bridges the distance. Some plans for the building have already been developed and if it could be paired with 5 and 8k cross country trails, it could become a fitness destination across many seasons. With the current infrastructure in place, transportation would be largely effective. Then the natural aspect of the XC course, with the parking and pavement of the facility could help mitigate any environmental issues. If the bike path could be connected, it would be a shining example of revitalization and would draw so many people to the area.</i></p> <p><i>2: A racing track on the lake, like a NASCAR facility, would also mitigate the environmental issues with the amount of concrete/blacktop/etc. and with proximity to Canada, it could also recruit international travel. With infrastructure in place already, travel would be functional.”</i></p> |

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| Response: | <p>The Project site, a former industrial facility, was not acquired for recreational purposes. A key Project goal is for the State, County, National Fuel and National Grid to cooperate in redeveloping a portion of the former steel into an industrial park for advanced manufacturing. Project intent is to stimulate economic development and create jobs. In addition, the City of Lackawanna zoning does not include recreation facilities in either the BRA-LI or BRA-MI zoning districts. Neither proposed uses would meet the intent of the zoning or Master Plan.</p> <p>In addition, there are restrictions in on the reuse of remediated property that exclude uses such as "... other facilities primarily used for multiple numbers of persons under the age of 18 years..."</p> |
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| 4.5 Christopher Barnum, June 19, 2020 | |
| Comment: | <i>"We have lost so much water access due to poor planning of industrial and roadway projects. Clean the property of Bethlehem Steel and provide park and beach access to the water."</i> |
| Response: | The Project site does not include any waterfront. It is inland of the Lake Erie shoreline by approximately 4,500 feet. The Project site only includes the first approximately 1,200 to 1,300 feet west of the NYS Route 5/Hamburg Turnpike right-of-way. |

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| 4.6 Tim Leahy, June 28, 2020 | |
| Comment: | <p><i>"With the Bethlehem project:</i></p> <ol style="list-style-type: none"> <i>1. Have a boat launch for all Erie County residents.</i> <i>2. Have a park with picnic areas.</i> <i>3. Restroom facilities.</i> <i>4. A food area, something casual, like a hotdog stand with a diverse menu.</i> <i>5. An amphitheater like the one on Camp Rd. in Hamburg."</i> |
| Response: | The Project site does not include any waterfront, it is inland of the Lake Erie shoreline by approximately 4,500 feet. The Project site only includes the first approximately 1,200 to 1,300 feet west of the NYS Route 5/Hamburg Turnpike right-of-way. |

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| | <p>The Project site, a former industrial facility, was not acquired for open space purposes. A key Project goal is for the State, County, National Fuel and National Grid to cooperate to redevelop a portion of the former steel into an industrial park for advanced manufacturing in order to stimulate economic development and create jobs.</p> |
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| <p>4.7 James Balcarczyk, June 30, 2020</p> | |
| <p>Comment:</p> | <p><i>“...To the project: as a 71-year-old lifelong Lackawanna resident, retired from ECDEP, I have some knowledge of the existing facilities that will be treating the sanitary wastewater from the Bethlehem project.</i></p> <ol style="list-style-type: none"> <i>1. The treatment plant was built in the 1970’s with minimal upgrades since then. In fact some parts of the facility have been out-of-service for some time. During extreme weather events, the treatment plant exceeds capacity. Will the existing pump station(s) and treatment plant be able to properly treat the additional discharges From the Project?</i> <i>2. I do not believe that, without major investment, the Wastewater treatment plant will remain effective for much longer.</i> <i>3. Is the storm water from the former Bethlehem Steel property safe to discharge to Lake Erie or Smokes Creek without additional treatment?</i> <i>4. Have you looked at alternative facilities for treatment? For example the Southtowns treatment plant near Woodlawn Beach.”</i> |
| <p>Response:</p> | <ol style="list-style-type: none"> 1. Per written correspondence from the Erie County Department of Environment & Planning (see Appendix C of the Engineer’s Report in the DGEIS) the existing Lackawanna Water Resource Recovery Facility has an available capacity of 2 million gallons per day (MGD) and the upstream sanitary sewers have an available capacity of 1 MGD. At full build-out, the proposed development will generate an Average Daily sanitary sewage flow of 0.65 MGD which is less than the available capacity. 2. The effectiveness and condition of the Lackawanna Water Resource Recovery Facility is the responsibility of the Erie County Department of Environment & Planning and as noted above they were consulted concerning this project and advised that the treatment plant has a 2 MGD available treatment capacity. |

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| | <p>3. As noted in the Engineer’s Report (page 11), storm water runoff from the site will be treated as prescribed in the <i>New York State Stormwater Management Design Manual</i>. Current storm water runoff from the site discharges into Smokes Creek or Lake Erie with no pretreatment.</p> <p>4. In performing the preliminary design, we contacted the Erie County Department of Environment & Planning concerning the locations to connect the proposed sanitary sewers into the existing sanitary sewer system. The locations indicated in the preliminary design are the result of this consultation. The local sewers are tributary to the Lackawanna Water Resource Recovery Facility. Since the existing sanitary sewer system and treatment facility have adequate available capacity, we did not explore the option to send our flows to a different treatment facility. Connection to the Southtowns Advanced Wastewater Treatment facility would require the construction of a new pump station and the installation of several miles of force main sewer and would be cost prohibitive to this development project.</p> |
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| 4.8 Richard Hellam, June 30, 2020 | |
| Comment: | <i>“Please continue to give strong consideration to protecting and promoting the use of the slip at the former steel plant as a fully functional seaport for foreign-flagged and US Domestic cargo vessel operations. Both the Great Lakes shipping industry and the international bulk/project cargo industries have the proven potential to contribute tremendously to the local economy and infrastructure, by means of supporting local and regional ancillary trades. I do hope any such redevelopment plan of the site continues to give this industry strong consideration”</i> |
| Response: | The ILDC does not own the Gateway Trade Center/Lackawanna Ship Canal and it is not part of the Project Site. The canal and port facility is privately owned and continues to operate for bulk cargo storage and transfer facility for both imported and exported goods. |

| 4.9 Phillip Stokes, June 29, 2020 (Public Hearing) | |
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| Verbal Comment: | <ol style="list-style-type: none"> 1. <i>How does Master Plan deal with contaminants?</i> 2. <i>Bike Trail is (a positive) way to make public aware of (the redevelopment).</i> |
| Response: | <ol style="list-style-type: none"> 1. The 244-acre Project Site is comprised of 23 individual NYSDEC-designated Brownfield Cleanup Program (BCP) parcels. Activities to study and remediate the Project Site were begun under the BCP prior to the ILDC’s acquisition of the Project Site. Participation in the BCP lays out a series of actions that must be completed prior to obtaining a Certificate of Completion (COC), which must be followed prior to future redevelopment of the site. Currently 9 parcels have their COCs, while COC’s for another 13 are pending the installation of a final cover consisting of a minimum of 1 foot of clean material. And one BCP site is still in process. By issuing the COCs, the New York State Department of Environmental Conservation has cleared those parcels as being ready for re-development. <p>In order to maintain the Certificate of Completions issued under the BCP program, anywhere the existing minimum 1-foot of clean cover (soil or other material) is breached, penetrated, or temporarily removed, and if any underlying remaining impacted soils are disturbed, the Site Excavation Work Plan must be followed, in order to minimize potential exposures. To minimize future disturbance of remaining contaminated soils, clean utility corridors will be installed along the roadways within the 100-foot ROW for water, sewer, drainage, and private utility lines.</p> 2. Comment acknowledged. The Bike path is a continuation of the Shoreline trail and is proposed to continue south on the Project Site, and in the future beyond to Woodlawn Beach. |

| 4.10 Shawn Creighton(sp.?), June 29, 2020 (Public Hearing) | |
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| Verbal Comment: | <ol style="list-style-type: none"> 1. <i>Wording should be included to use local subcontractors, and</i> 2. <i>pay prevailing wage rates.</i> |

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| Response: | <ol style="list-style-type: none"> 1. Any private development projects on the individual lots that seek assistance from the Erie County Industrial Development Agency are required to use local labor as part of any IDA incentives 2. The ILDC pays prevailing wage rates on public works projects at the Project Site. |
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| 4.11 Christopher Pawenski, June 29, 2020 (Public Hearing) | |
| Verbal Comment: | <p><i>Acknowledged the importance of the ECIDA and City of Lackawanna's cooperation in this project, as well as the City's tax rate re-structuring.</i></p> <p><i>Is the north-south road really needed?</i></p> |
| Response: | <p>The interior road running north-south is shown on the Infrastructure Master Plan links the recently constructed Dona Street Extension to the proposed Odell Street Extension. Between the proposed Odell Street Extension and the Proposed Ridge Road Street Extension, the north-south road is shown as a potential "future" road, which would only be constructed if need to serve a variant of the lot configuration.</p> |